



The Canal Zone Philatelist



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First Quarter, 1996

Whole No. 118

President's Report

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Many thanks to Richard Bates for his outstanding service as our President for the last eight years. He discharged all the duties of President very ably and he twice ran our annual Mail Sale during this period. That's dedication! We are lucky to have him continuing to serve on the Board of Directors.

Dick's last President's Message detailed the outstanding contributions of the other officers and hard-core volunteers of the Study Group. I enthusiastically second his praise. Because so many have been willing to give their energy and time, this Study Group has greatly increased the organized knowledge of Canal Zone philately, facilitated by the exchange of material, and promoted contacts between the members. As the incoming President, it is my goal to assist in this on-going work.

At this time I particularly want to thank David Leeds, our CZP editor, for his outstanding work. The quarterly issues of the CZP are the heartbeat of this organization. It is the place where most of our other efforts are brought into focus and given real effect. His role is often to drive the rest of us toward timely action. David gets the job done and the quality is always extremely high.

The biggest challenge I am concerned with immediately is providing for the next

(Continued on page 3)

Meeting Notice

The CZSG will hold its 26th consecutive annual meeting at WESTPEX '96 on Saturday, April 27 at 3:00 p.m. in the Cathedral Hill Hotel, San Francisco. Plans for the CZSG at PACIFIC 97 will be discussed, so bring your ideas along with your "Show and Tell" items.

Premiums for Errors in Multiple

by Gary B. Weiss

Canal Zone philately is known for the large number of errors and varieties which are eagerly collected. The Scott catalog prices most of these along with providing prices for normal stamps in singles and blocks. For normal stamps, the premium for a block is small, ranging from no premium on modern material to a usual 4.5 times the single price for most early material, with a few commanding more than five times the single price. No guidelines are provided in Scott to value errors in multiples.

For those errors occurring on a full pane (for example, inverted overprints or missing colors or perforations, i.e., Scott #39e, 157a, C25a, CO14a) multiples generally command no premium and may even result in a discount. This is because very few collectors are trying to complete a collection of errors in blocks or larger multiples. These items are more and more frequently being broken up into singles for which there is a much larger and more aggressive market. The only error multiples of this type commanding a large premium are those with other desirable features such as a plate block. Even an inverted center in an intact booklet pane of six (Scott #39f) catalogs only about six times the single error. Some errors of this type are unknown in multiples (e.g., Scott #12e) and might command a premium if discovered in the future.

Some errors must be collected as a multiple, usually a pair. Pairs, one without overprint or imperforate between, are rare as blocks but these blocks command little premium over two pairs and for some errors may no longer exist as all were broken into error pairs. The addition of more normal stamps to the error to make a strip commands only the additional value of the extra stamps; and if these are expensive, they may be deeply discounted when joined to an error pair, for example, Scott #57a. Again, multiples do command a premium when they have

they have features such as the plate block. Thus, Scott #J20a is worth more than twice as much as a plate number block than as three error pairs.

A number of unique errors are known and many of these sold recently when the Plass collection was sold by the Ivy, Shreve & Mader Auction Galleries. There is no choice of configuration on these errors and their value is based on their condition, appearance, and other intangibles. The first unique error listed in Scott, #1c, exists only in a block of four with the other errors, Scott #1a, and new catalogs \$15,000 as a "single" after the block sold for a record \$19,800. The Scott values appear to take these unique situations into account.

The errors of most interest to this article are those that occur only once in a sheet for example, the ZONE ZONE error in position LR18 of certain sheets

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**The Canal Zone
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One column, two inches	\$10.00
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Back issues of the journal, handbooks, and other publications can be ordered from Richard F. Murphy, 501 Rosebud Lane, Greer, SC 29650.

Articles and information for publication should be sent to the Editor. Glossy photographs are desirable for figures of stamps or covers; however, enlarged high quality photocopies are sometimes acceptable. Illustrations must show clearly against black backgrounds. If you need help, write, phone or FAX the Editor: (310) 472-0282. The author must advise the Editor if the article has been published or is being considered for publication elsewhere.

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Canal Zone Study Group

Election Committee Report

The Canal Zone Study Group Election Committee reports that as of December 15, 1995 the 1996-1997 election results are as follows:

President:

Tom Brougham..... 430 votes

Vice President:

James W. Crumpacker 430 votes

Secretary:

James C. Smith 430 votes

Treasurer:

Richard F. Larkin 430 votes

Directors:

Paul F. Ammons 393 votes

Richard D. Bates, Jr. 404 votes

Gary B. Weiss 395 votes

John C. Smith, Secretary

ARIPEX 1996 Report

A regular CZSG regional meeting was held at ARIPEX in Mesa, Arizona on January 6, 1996.

The 13 attendees listened to a brief presentation about the ongoing Specimens issue series in *CZP* and the things learned from these relative to quantities and varieties of regularly issued stamps. Preliminary mention was made regarding the usefulness of an expanded CZ stamps checklist.

Discourses which devolved into show 'n tell included work in progress on CZ government Postal Money Order forms and their comparisons with USA forms plus mentions of Air Officials on cover and the expansive subject of Canal Zone precancels.

Those present: Mr. and Mrs. Jim Baxter, Jim Crumpacker, Joe Enright, Lawson and Olga Entwistle, Ken Flagg, Jim Noll, Bob and Laura Reisinger, Dick and Maggie Salz, and Larry Weinstock.

Another meeting will be scheduled for 1997.

Jim Crumpacker

President's Report

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CZSG Mail Sale. Normally this issue of CZP would be announcing an early summer deadline for receipt of material and the name of the person conducting the sale.

For many years the sale has alternated between the East and West coasts, with the East coast taking the even years and the West coast (or rather Dick Salz, since he did all the West coast) taking the odd years. This has generally worked well since it spreads the burden and opportunity. But in an all-volunteer organization, we are bound to hit a snag occasionally. As of this writing we have not filled this important task.

Discussions are still in process, so I hope we may still be able to have our usual sale. The possibility of an "abbreviated" sale, confined to covers only for this one year, has been suggested. Unless the Board of Directors can finalize some plan soon, there will be no sale in 1996.

It appears at this time that the 1997 sale will be covered on the West coast.

Every past sale has had the benefit of about half a dozen "assistants" to the main organizer. If you are interested in helping on a sale, please contact me.

When the American Bank Note Archives were auctioned in 1990, most of us would not have guessed that the material would yield so much information and raise so many new questions. The next issue of the CZP will contain another fine article on these specimens - with more planned. Congratulations and thanks to the authors, Jim Crumpacker, Gary Weiss and David Leeds, and to the other members of the group which purchased the bulk of this material for the interesting results of their efforts.

We are now making plans for the Study Group's participation in Pacific 97 in San Francisco. We will have a booth throughout the event and at least one formal meeting. This is a once-a-decade special event that will attract many of our members. A number of ideas are under discussion in addition to the usual CZSG activities which are observed at major shows. If there is anything you would like to see the Study Group add to the event, please drop me a line so we can add your idea (and you!) to the discussion.

To help focus ideas, let me suggest that our activities at Pacific 97 should advance one or more of three goals: to promote interaction between members, to promote exchange of material between members, and to promote the gathering and organizing of information about CZ philately.

Finally, let me extend a general and ongoing invitation to each CZSG member to call or write me if you have any concerns or suggestions about your Study Group. The Study Group is run entirely on the voluntary efforts and ideas of its members. If you would like to become more involved, please let me know.

Now go have some fun with your hobby!

Errors in Multiple

(continued from page 1)

(Scott #85a) or on only part of a pane. All errors occurring at one position can exist as either a single or in a multiple with normal stamps. Depending on the nature of the error or variety, collecting preferences exist. The ZONE ZONE errors are most sought as blocks of nine (or larger). Although auction catalogs generally price these errors as the catalog value of the error plus the value of the normal stamps, the realization for errors in less than a block of nine is considerably less than for the block of nine. In contrast, the antique ZONE variety, Scott #12b, is generally preferred in a block of four but there is little penalty when sold as a single. Most plate varieties are preferred in multiples and do command a premium as such. The exact premium for each error is difficult to determine and depends in part on availability and in part on appearance. In all cases, if no differences are present in condition or price, the se-tenant pair (or larger multiple) would be chosen by a collector in much the way that never hinged stamps are preferable to hinged.

The multiples of special interest are those errors that make up only part of a sheet and therefore can exist as a pair with normal stamp or as the more pedestrian multiple of the error. Only one such variety is listed and priced in the Scott catalog but other such examples exist. Scott #23e is described as double overprint, one diagonal in pair with normal. It could also be described as Scott #23d in pair with Scott 23. The catalog value of #23e (\$1750) is much greater than that of the two singles (\$703.25); it is even greater than the value of a pair of 23d (\$1500). In the Plass auction, it was noted that only seven se-tenant error pairs were recorded and five appeared in the sale. All commanded prices well above the catalog value of single stamps. This demonstrates not only the desirability of an error in a se-tenant pair with normal stamp but also the high premium assigned to such a pair.

The following additional errors are also known as se-tenant pairs with normal stamps: Scott #12d, 13c, 14f, 20c, 20d, 26a (unique), 55c, 55d, 56e, 56f, 60a, 61b, 61d. This is a surprisingly short list and each error pair is worth closer examination. Scott #12d, PANAMA overprint double, is discussed in detail in *Canal Zone Stamps*, pages 42-43. All of the unused copies on record are middle stamps in strips of three (or blocks of six); there is no premium for the additional normal stamps as all copies come this way. If a strip were to be broken up, its value would decrease.

Scott #13c, PANAMA overprint double, occurred on vertical rows 2 to 5 of one pane. Thus, ten se-tenant pairs may exist with the normal stamp on the right from rows 5 and 6. Examples of both such pairs

appeared in the Plass sale. The pairs commanded much higher prices (\$467.50 and \$440) than a single (\$275). Examples of these two different se-tenant pairs are shown in Figs. 1 and 2.

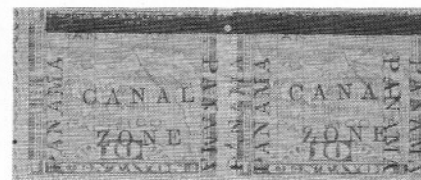


Fig. 1. 13c, in pair with normal stamp at left.

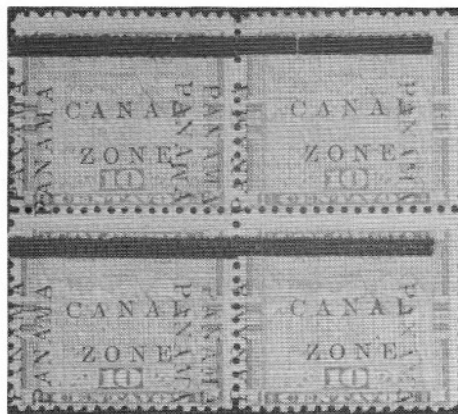


Fig. 2. 13c, block of four, two pairs with normal stamps at right, upper left stamp also has variety PANAWA at right.

Scott #14f, double surcharge, occurred on the lower right corner of one pane accounting for 25 copies of the error and an additional 5 copies from another pane in the top half of row 6. Of the 30 errors, only 14 could have existed as se-tenant pairs. The pairs are highly desirable, but because of numerous other varieties in conjunction with the error the premium for such a pair is small. Fig. 3 shows an example of a pair with the left stamp the error. The block shown in Fig. 4 contains four errors and illustrates the three types of the 8 cts surcharge.



Fig. 3. 14f, in pair with normal stamp at right.

Scott #20c, 8 cts omitted, occurred on the right half of a single pane; ten se-tenant pairs could exist (Fig. 5). While these should command a hefty premium, auction realizations show this variety to be under-appreciated and sold at the same prices as singles of the error. This variety deserves more recognition.

(Continued on page 4)

Errors in Multiple

(continued from page 3)



Fig. 4. 14f, block of four errors showing three types of surcharge, positions 89, 90, 99, 100.

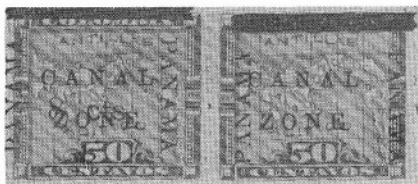


Fig. 5. 20c, in pair with normal stamp at left.

Scott #20d, double surcharge, is known only as se-tenant pairs and one should expect the error in this format when purchased (Fig. 6).

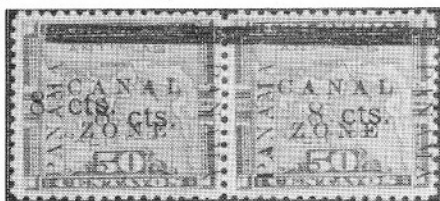


Fig. 6. 20d, in pair with normal stamp at right.

Scott #26a exists in a unique strip of three with #26b at left and #26 at right. Two additional pairs of #26b and 26a also exist, and these three items all sold in the Plass sale, the strip of three realizing \$2430 while the pairs realized \$2320 and \$2200. Faults make price comparisons difficult, but little if any premium went for the strip as this also was the best in condition.

Scott #55c, CANAL double, may exist as a se-tenant pair with normal, and the pair would command a premium. Scott #55d, 56e, 56f, 60a, and 61d, CANAL or ZONE double, are all copies of these errors as se-tenant pairs.

Scott #61b (Fig. 7) is discussed in detail in *Canal Zone Stamps*, pages 113-114, which notes that one pane with double overprints on the top horizontal row was broken up into vertical se-tenant pairs with normal stamp at bottom. Only nine of these pairs now exist. The pair in the



Fig. 7. 61b, in pair with normal stamp at bottom.

Plass sale realized \$825 while a single from the other pane sold for \$577.50.

The above information demonstrates the existence of several se-tenant pairs with one stamp normal and the other an error. It also shows that when the variety exists as either the pair or a single, the pair commands a significant premium. The handling of these varieties is inconsistent by the Scott catalog. Three options exist to correct this. Scott could delist #23e. I believe that while this eliminates the inconsistency, it is the worst choice as collectors should be aware of the price differential for the se-tenant pairs. A second choice is to list the following se-tenant pairs as new Scott listings (note that those errors originally existing only as se-tenant pairs are not listed) and to give them their own Scott numbers as #13e, 14h, 20e, and 61g. A third choice and the one I favor is to price all of the se-tenant pairs in the catalog but not to give them separate listings (including #23e).

Finally, a number of other se-tenant error pairs (two different errors in a pair) exist in addition to the pairs of #26b and 26a noted previously. In a recent auction catalog, a pair of Scott #91 and 91c is offered. The description reads "certainly very rare as a pair, since only 20 of the one stamp printed, chances are there are few if any others of this double error pair". Actually, most of the errors of this sort were retained in pairs and command little premium over the two errors as singles.



CZSG Meeting, May 31, 1997
Sat. 2:00-3:30 p.m.

The Canal Zone Philatelist, 1996, Volume 32, Number 1, Whole No. 118

Panama Canal Abroad — Laos

Another "Panama Canal Abroad" item (See page 9 of this issue and CZP 38:7 and 40:23) is a Laos stamp (Fig. 1). On July 30, 1975 Laos honored the American Revolution with a 10 value set. (See note following Scott #269.) Each stamp pictures four American Presidents and an American accomplishment during the tenure of one of them. The 150 kip shows President Theodore Roosevelt along with Taft, McKinley, and Wilson, and a panoramic scene of the digging at Culebra Cut. This denomination is not listed by Scott since it was "not available in Laotian post offices."

It is also not now available from dozens of stamps dealers across the United States. In addition, the set is outrageously overpriced. The stamp is multi-colored and lithographed (Fig. 1) in a very large format.

David J. Leeds



Fig. 1. Laos/Panama Canal.

Book Review

by David L. Farnsworth

The Mola Coloring Book by Prudence Heffron and Dana Musick (Santa Fe and Dallas: The Mola Collection, (800) 239-4128 and (800) 322-4037, 1994) (ISBN 1-885753-00-4), \$9.95.

This 16" wide by 11" high coloring book contains 12 black-and-white page-sized outlines of molas. Each page is printed on only one side. The colorful and glossy back and front covers contain pictures of all twelve designs for guidance. There is also some text about molas.

Molas are the panels that Cuna Indians of Panama's San Blas Islands make for their shirts and for the tourist trade. Molos are composed of layers of cloth which are cut to show through the top layer in a striking and colorful design. They are often embellished with stitching as well.

[Ed. Note: Our young grand-daughter enjoyed this book. Her copy was purchased at an Annual Meeting of the Panama Canal Society of Florida.]

Aborted 1920 Flight

Robert J. Karrer, Jr.

(continued from CZP 117:36)

"Austin of France Field yesterday risked his life and nearly lost it in undertaking something that no other birdman on the Isthmus has tried before. He tried to carry letters like the one photographed above and was only prevented from doing so by a fierce rainstorm which nearly wrecked his machine.

"Hundreds of Isthmians had letters on Lt Austin's machine and alone, without observer or mechanic, Lt Austin fought with the elements and brought the letters back with him safe.

"Few persons on the Isthmus have seen how the letters looked that Lt Austin carried with him yesterday, and the above is an exact photo of one of them, snapped by our photographer.

"These letters will in all probability go to the States by mail now that the air trip has been postponed indefinitely, but nevertheless, they are already marked with the Air 'Service' stamp.

"The envelopes which contain the letters to have gone to the States by mail now have a double value as souvenirs. They were nearly lost with Lt Austin and they got back safely and will now go by steamer.

"Lt Austin, of whom the whole Isthmus is proud, is only 29 years of age. He has a wife at France Field and three little children. Mrs Austin also had letters among those her husband was carrying. Mrs Austin was not a bit afraid that anything would befall her husband and even when she heard that he had met a storm she was still confident that he would either keep on his voyage if it was possible, or return safely to France Field, which he did."

Thus ends the newspaper coverage of the historic flight, and it is truly a remarkable story. At the very least, it gives today's collectors a peek into the history behind one of the more enigmatic covers in Canal Zone philately.

In a December 1920 article in the *U.S. Air Service Journal* Lt. Austin recalled "The first time I viewed land since encountering the storm was when I sighted San Blas Point, about 25 miles from France Field... [Upon landing he noted] "The edges of the propeller blades looked as ragged as the cutting edge of a saw and the special fabric was completely ruined and the engine mounting bolts were all loose."

In *The [Panama] Canal Record* of October 6 a short item appeared on page 1. Besides the date already seen from the *Star & Herald*, it notes that Lt. Austin's

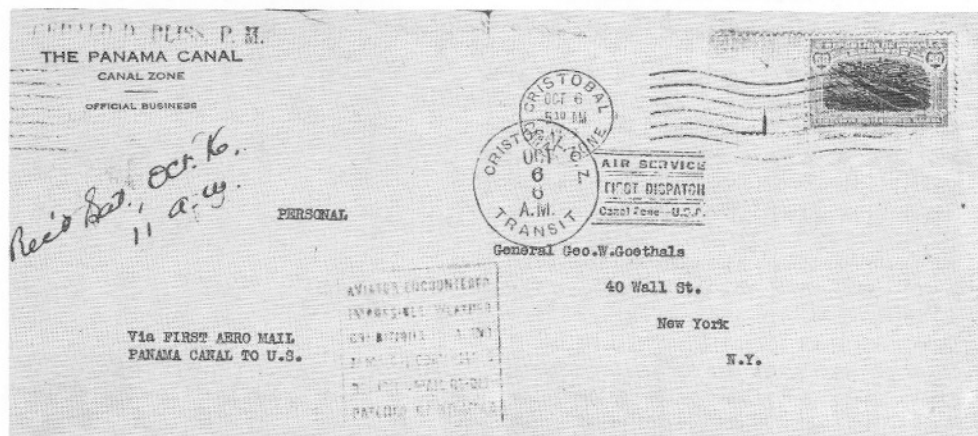


Fig. 4. Cover to Gen. Goethals; earliest known use of Scott #58.

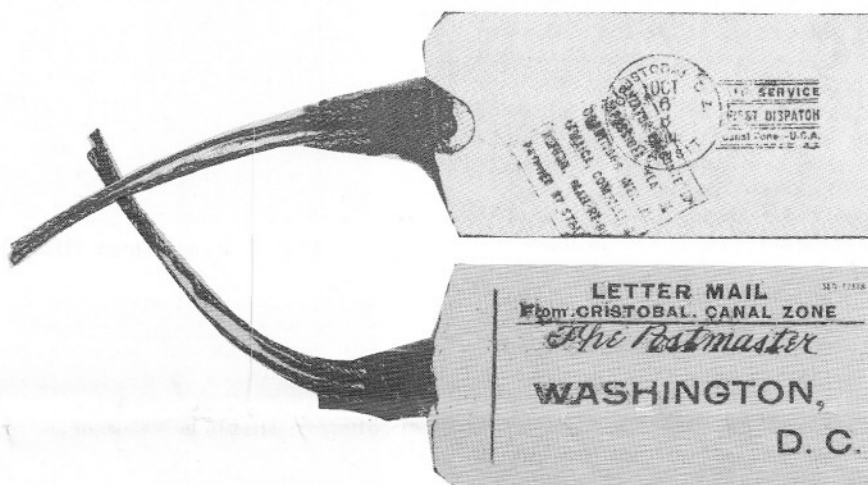


Fig. 5. Lead seal mail bag tags.

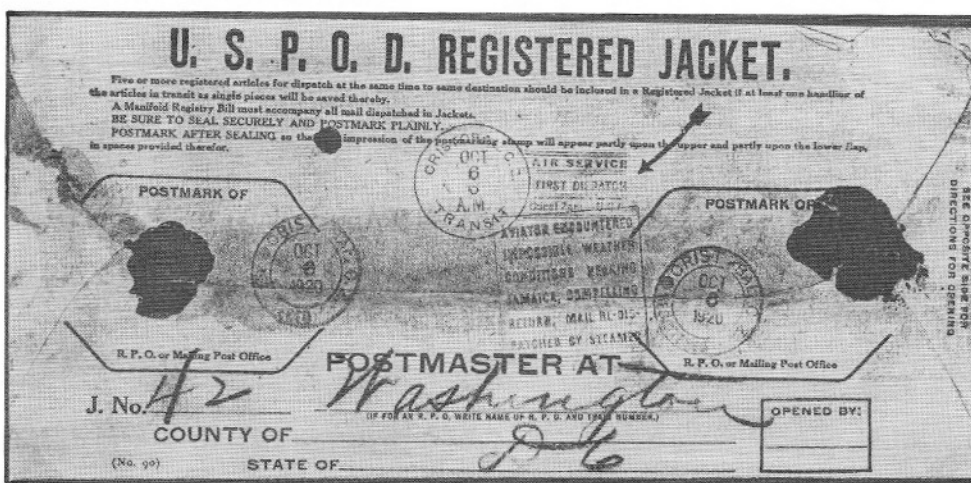


Fig. 6. Registration jacket for Washington, D.C.

(Continued on page 6)

Aborted 1920 Flight

(continued from page 5)

remodeled DeHavilland 4 had its front seat removed "to provide additional space for gasoline." Route information is more complete as it lists stops at Miami, and possibly in the Carolinas, before ending at Bolling Field, Washington, DC. It mentions too that he was accompanied 75 miles out to sea by two other planes, and as of press time Austin had passed the 60 mile mark in clear weather. How incorrect that forecast proved to be! A later paragraph in the same issue noted that naval F-5-L seaplanes #4295, piloted by Lt. Wynne, and #4294, piloted by Lt. Connell, left at 7:20 for Kingston, and were expected back on Friday. (The name Wynne should be familiar to readers as a pilot by that name (but a "Major") flew the Victory Bond flight the previous year. It may well be that at the end of the War Major Wynne reverted to his permanent rank of Lieutenant.)

In the October 13 issue a follow-up article summarized the Lieutenant's troubles on the flight, and noted that:

"While the flights were unsuccessful in reaching the goal, they are considered successful in experiment. For several months the Naval Air Station has been securing and recording data on air currents and storms over this section, and the observations made are of value not only to aviation but to shipping. Weather conditions at this (time in the rainy) season are not the most favorable for the flight to Kingston, and the effort to fly to the United States will be deferred; the naval aviators, however, expect shortly to make another attempt to reach Kingston."

In the *Jack Knight Airmail Log & AFA News*, Oct.-Dec., 1993, Julius Grigore reprints an important letter from Bliss to Director of Posts Crede H. Calhoun, dated October 6, 1920:

"This will advise that complying with instructions from your office and acting upon telephone information received from France Field later yesterday afternoon, dispatch of mail to Washington, D.C. via Aeroplane D.H. 23644 was prepared by this office last evening.

"Dispatch included all specially addressed mail tendered to close of business 4th inst., (at which time flight was contemplated following morning), and consisted of 621 letters, 89 cards and 9 registers with net weight of 12 lbs which with sack gave gross weight of 12 lbs, 15 oz. All mail originating at this office bore cancelling postmark of 5:30 A.M., Oct 6, 1920 while mail from other offices already postmarked was given as a transit postmark on

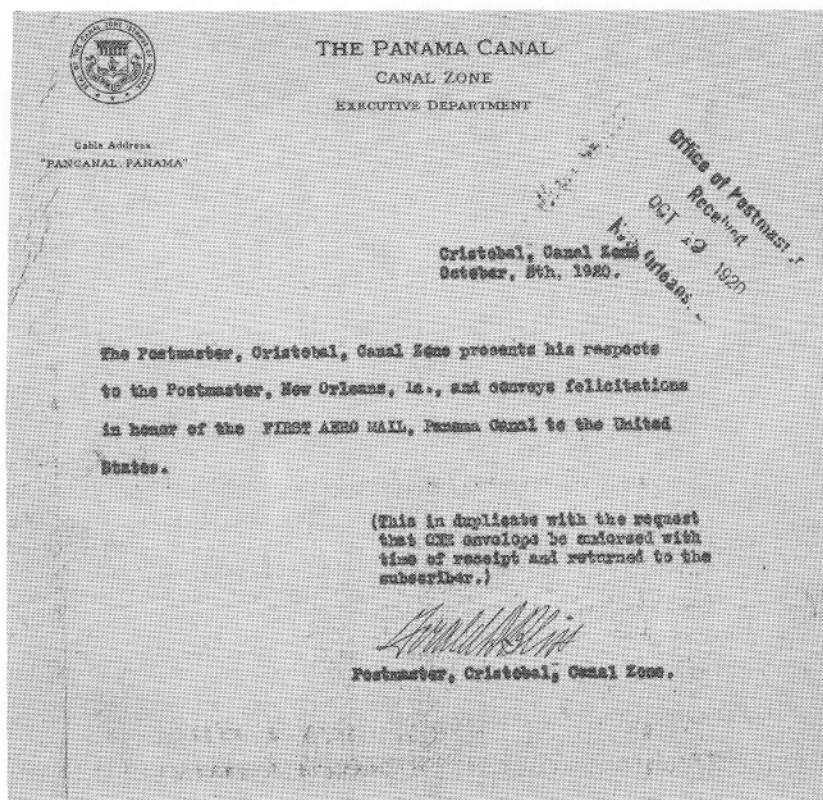


Fig. 7. Postmaster Bliss letter requesting return of cover.

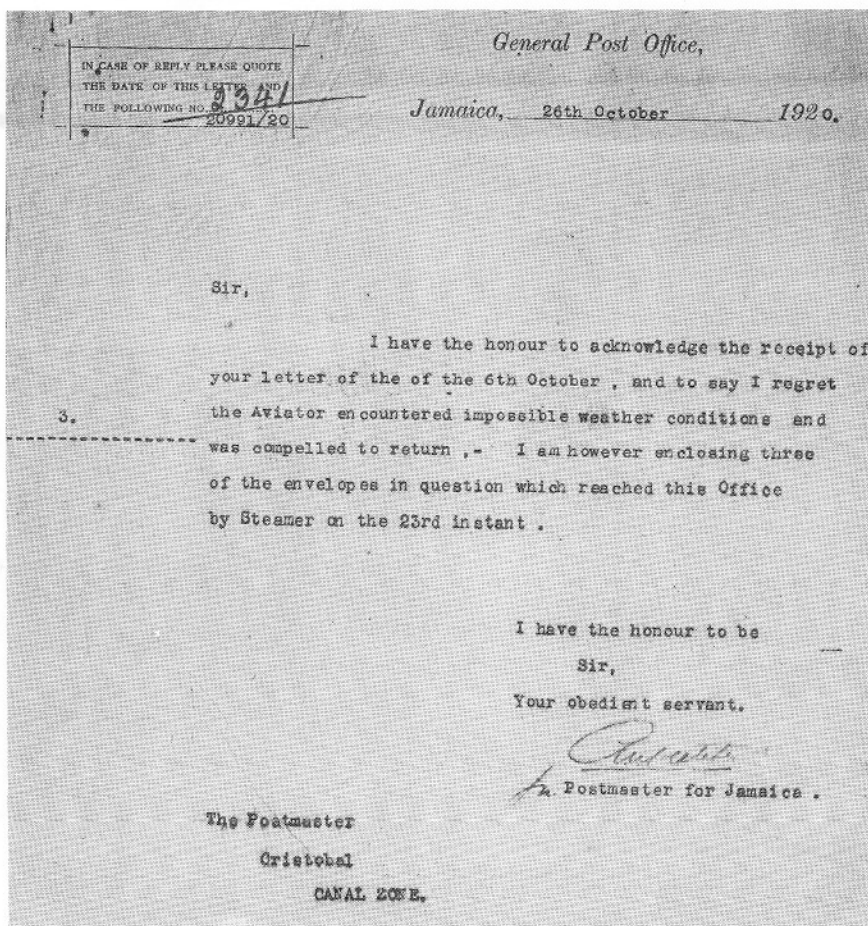


Fig. 8. Acknowledgment letter from Kingston Postmaster.

(Continued on page 7)

Aborted 1920 Flight (continued from page 6)

back, all mail being given the special 'First Aero Mail' postmark on face.

"Leaving Postoffice 5:30 A.M., this date, accompanied by Mr. Oberg, Mr. Graham, (also my son), delivery of dispatch was made at 5:50 A.M. to Lt. Chas. B. Austin who started flight at 6:26 A.M. under what appeared to be very favorable circumstances.

"Mention is also made that Cristobal dispatch No. 36, comprising 7 letters, to Kingston, Jamaica was delivered to Lt. Austin. Photographic record was made of the machine, delivery of mail, start of flight, etc.

"Special postmarking stamp used was sealed by Mr. Oberg [Note: Oberg was resident Postal Inspector at Cristobal] in my presence last evening immediately postmarking was concluded and goes forward to you under register cover by this mail."

This letter, which is in the Julius Grigore collection, was signed off by Calhoun and "SCR" - Stacey C. Russell, the Senior CZPS Inspector and Auditor. Russell noted "Reed" by the paragraph on disposition of the postmarking device.

In CZP 83:12 an article by "Rooky" reported an apparently first hand view of the flight. The "Rooky" article was reprinted from *The Chronicle of New Issues* (supplement to *Standard Postage Stamp Catalogue*, 1921). "Rooky", who might well have been Stacey Russell, claimed "As soon as the cancelling was finished, the stamp was sealed, delivered to the head office in Balboa, and then turned over to the author, who proposes to send it to the Museum at West Point."

It is sad to say, though, that the device is not presently at West Point, and according to a 1987 letter from that venerable institution "... (it) has not been in the collection... in the last 20 years... never seen any reference to such a device in any of our old correspondence or files on de-accessioned materials."

So, there it lies, with the actual postmarking devices apparently lost for all time. However, their legacy remains with us today.

Through the years the author has seen a number of the Lt. Austin flight covers in collections and dealers' stocks, but emphasizes they are quite a scarce item since the nearly 12 pounds of mail encompassed barely 700 pieces in all. Prices seem to vary and a \$210 auction sale is reported. They are seen with a wide variety of stamps, including a very few with the elusive 2c Type III Mount Hope overprint (Scott #47) which adds a good deal to their value. Another interesting cover sold at auction several years ago

was franked with the 50c Balboa drydock stamp (Scott #58) addressed to General Goethals (Fig. 4). The cover used as an illustration (Fig. 3, CZP 117:35) is typical of those usually seen today. Also depicted are photographs of the lead seal used to close the mail bag (Fig. 5) and the Registry Jacket (Fig. 6). Postmaster Bliss letters and response are shown as Figs. 7 and 8.

So, while the flight was a failure in some contexts, it was a victory in the advancement of knowledge, and certainly a philatelically memorable occasion, especially for Canal Zone collectors.

Covers from this flight are listed in the *American Air Mail Catalogue* as Trans-Oceanic TO-1018. They are also listed by Field, Mueller, and CZSG (CZP 29:31).

Members with further information to share with our readers are encouraged to communicate with the author at PO Box 6094, Alexandria, VA 22306. Particularly wanted are photos of the flight preparations, special postmark device, additional data on Lt. Austin and his career, and documents outlining the initial preparations and negotiations for the flight. Much is left unsaid, and it is hoped that through the efforts of CZSG members more useful information on the flight can be shared with future readers.

Credits: Fig. 1, Smithsonian Inst.; Fig. 2, R.J. Karrer, Jr.; Figs. 3, 5-8, D.J. Leeds; Fig. 4, G.B. Weiss.

Sanabria: Book Review

by Jim Crumpacker

Sanabria North America 1995 by Stephen R. Datz and Richard Sine, Eds. (Sanabria, Inc., Loveland, CO, 1995 — ISBN 0-9643667-1-1), 120 pages, paperbound, 8 1/2" x 11", \$19.95.

This publication is the modernized update of the last Sanabria Airmail catalog which appeared in 1963.

Things start off badly with San. 1 (Scott #C3) listed with an issue date of Jan. 11, 1928 (1929 is correct) and do not improve when San. 3 (Scott #C2) shows an issue date in 1929 whereas their 1963 catalog correctly mentioned the March 1931 issue date.

San. #7-13 (Scott #C7-C13) lists no shade varieties other than an 11a for the 20¢ dark violet. It would have been much better to either list all the shade varieties à la Scott, or drop the "11a" and footnote the entire subject. A quantity issued of 883,742 is shown for the \$1 black C14 when this is the correct quantity for San. #17 (Scott #C17). No plate numbers are given, a dubious omission for a specialty catalog.

Sanabria commendably assigns full catalog numbers (21-36) to the early airmail Perf. P's but does not elaborate on any of the positional varieties of the 'P' and omits a couple of issues now known to exist with the 'P' but unreported 30 years ago.

The new catalog merely footnotes the wet/dry printings of the Scott #C21-C26 series; color differences among the printings receive no coverage nor does frame size or gum.

San. 63-67 (Scott #C27-C31) have listings only for plate blocks of six whereas the proper and traditional quantity is for plate blocks of four as reflected in Scott's.

The Air Officials San. #37-56 (Scott #C01-C014, Type I and Type II) are priced for both postally used single copies and CTO plus reasonably accurate 'on cover' prices. The O over N and other shifted overprint varieties receive a footnoted price structure. In addition, Sanabria lists a Type III overprint (PANAMA CANAL 19mm) and differentiates this from their Type I (PANAMA CANAL 19 1/2mm). Good luck!

The 1963 Sanabria catalog terminated with San. #68 (Scott #C32); coverage is naturally continued in the 1995 effort for all the remaining issues. This latter section gets several gum and color listings

incorrect (e.g., San. #75 [Scott #C39] is shown as orange and black instead of the proper rose lilac and black). Any inquisitive reader will discover other errors.

The Scadta item (San. #CZ 1), long a subject of controversy, receives the same working on the 1995 edition as in the 1963 catalog; there is no elaboration on the debatable aspects of the issue.

Overall pricing, when compared to the 1996 Scott's *Specialized*, is high for OG, NH material and modern FDCs, but Sanabria does present "on cover" prices for issues prior to 1951 as well as a valuation for all appropriate FDCs.

Illustrations and photos are of good quality although smaller than those in Scott's *Specialized*.

Conclusion: a worthwhile and well-intentioned effort which would have benefited from an accurate proofreading and modern research.

Editor's Note: Stephen R. Datz of Sanabria has responded to a draft copy of the above review. "Looks like we could have done a better job... Perhaps next time we could work with your group to polish the information and listings. We would appreciate any assistance. Please advise who we should contact when the time comes. Thanks."

Mail Sale Report

The 24th Mail Sale is completed; all lots have been paid for; all consignors have been paid; and three items which were "on extension" have been given the OK. The sales total is (after a few returns for inaccurate descriptions) \$78,887. That is 65% of the total catalog and estimate figure of \$122,098. Photocopying of the sales catalog, which left something to be desired as far as the illustrations are concerned, resulted in a large saving and explains the successful monetary outcome of the sale.

Notices of the sale in the philatelic press provide some interesting information. There were 74 requests for Mail Sale catalogs of which 38 were from the article which appeared in *Linn's Stamp News*; 13 from *Stamp Collector*; and the Postal Stationery Society publication accounted for 11. Many thanks to these publishers for placing our press release before their readers; it is a great assist to the overall results of the sale as shown by the 26 bidders out of the 74 catalog requests (35%) of which 21 were successful (81%). Also, it should be pointed out that we have welcomed 11 new members who were part of the 21 successful bidders (52%).

Now to the details: There were 176 lots out of 971 which received no bids. Vendors totaled 39 and 181 bidders were successful out of a total of 232 (78%). There were 2,580 bids placed on the 791 lots sold, averaging 3 1/4 bids per lot. Lot 872 brought in 24 bids; lot 38 second with 15 bids; and lot 639 third with 10 bids. Lot 872 was a cover from Madden Dam — the \$15 estimate brought a high bid of \$48 and sold for \$42.

Unfortunately, a rather large quantity of material, amounting to \$49,529 in catalog value, was returned to the vendors because it was in a condition which would not result in being sold or because of duplication — there is no way in which we can sell 20 copies of C2 or 18 sets of 120-135; the four sets of 120-135 in the sale did poorly as the winning bids were between \$24 and \$34 — makes one wonder about pricing in the Scott catalog.

In conclusion we reiterate what was in the Mail Sale report of two years ago: We are fortunate to have a dedicated group to help with the sales. From the East coast came George Campbell, Mike Demski, and George and Ginny Stilwell. From the West coast we have Bud Bibbins, Ray Erickson, Maggie and Dick Salz, and Russ and Kathy Samuels (Russ put together the illustrations in the catalog). Without these volunteers there would be no Mail Sales, and, if there were no consignors or bidders there also would be no Mail Sales; so thanks to all of you for making them such a success. It should also be repeated here that these sales entail plane fares and food and lodging — paid for out of the pockets of the volunteer(s).

We are still hoping that a volunteer(s) will appear to take charge of the 1996 Mail Sale. It would be a shame to spoil our record of 24 consecutive sales.

West Coast Mail Sale Committee

A Review

by David L. Farnsworth

Panama: DOD's Drawdown Plan for the U.S. Military in Panama, Report GAO/NSIAD-95-183 Panama, National Security and International Affairs Division, United States General Accounting Office, available from the U.S. General Accounting Office, P.O. Box 6015, Gaithersburg, MD 20884-6015, phone (202) 512-6000, FAX (301) 258-4066, and TDD (301) 413-0006. First copy is free; additional copies \$2.00 each.

Besides the Panama Canal itself, there are many U.S. properties that are to be transferred to Panama by December 31, 1999. Some have already been given to Panama, but there are remaining issues that this report addresses. Two of the most interesting problems are the contamination of some real estate and the possibility of U.S. military bases in Panama after 1999. These may remain controversial and find their way into the news over the next five years.

Examples of contamination of land are unexploded shells on firing ranges and fuel that has leaked or spilled into the soil. The United States had agreed to clean up all property before turning it over to Panama. However, faced with estimates in the hundreds of millions of dollars, the Department of Defense (DOD)

seems to be considering the use of a loophole in the various agreements, whereby the total value of property turned over might be used to neutralize Panama's monetary claims, if any, for incomplete cleanups.

As of June 1995 when this report was finalized, no meaningful discussions had occurred between the United States and Panama over the possibility of U.S. military bases in Panama after 1999. DOD is regularly closing bases and turning over property to Panama. Except for two small facilities, the U.S. presence is being condensed onto the Pacific side. The U.S. Southern Command Headquarters, currently in Panama, will not be moved to Miami until at least 1998. The drawdown is being done in such a manner that personnel in areas that might be covered by a new treaty are being moved out last.

This report is principally about the progress, costs, and personnel issues of the drawdown in Panama. The possibility of a new treaty is not greatly explored except to note the absence of any movement on that. It is this reviewer's feeling that any treaty would be an explosive issue in Panama, and its financial cost could be a huge issue in the United States. Any hint of negotiations will be very newsworthy.

CANAL ZONE STUDY GROUP 1995 FINANCIAL STATEMENT

Revenue:	1995 dues earned:	\$9,716
Sales:	Books: <i>Canal Zone Stamps</i>	\$650
	Other publications	285
	Advertising - CZP	80
	Interest on checking (NOW) account	1,643
	Mail Sale proceeds (Note)	4,334
	Total revenue	16,708

Expenses:	CZP printing, postage, editorial	5,161
	Membership, publicity, administration	556
	Openings/Closings - printing, binding	3,421
	Booth at Pacific 97	100
	Advertisement- Scott catalogue	280
	Total expenses	(9,518)

Revenue over expenses for the year 1995 7,190

Net Assets:	1 January 1995	64,659
	31 December 1995: Cash in NOW account	\$79,183
	Less: 1996 dues received in advance	(7,334)
		<u>\$71,849</u>

As of December 31, there were no outstanding unpaid bills.
Dues are reported as income in the year to which they relate.
Proceeds from the mail sale are reported as income in the year the sale is held.

Note: Mail Sale No. 24 results:	
Lots sold	\$78,887
Less payment to sellers	(70,999)
Net (10%) to CZSG	\$7,888
Expenses:	
Printing	1,609
Postage	1,353
Other	592
Net proceeds to CZSG (above)	<u>\$4,334</u>

Richard F. Larkin, Treasurer

Panama Canal Abroad — New Caledonia

by Ray Ireson

One seldom sees the Panama Canal on stamps of foreign countries other than the United States. The U.S. utilized a model of the locks at Pedro Miguel for the 2¢ Panama Pacific Exposition Issue of 1913. The date of issue was two years ahead of the 1915 exposition but coincided with Balboa's 1913 discovery of the Pacific Ocean. There are two perforation varieties: perf 12 (Scott #398) and perf 10 (Scott #402).

The only other U.S. stamp showing the Panama Canal is the 25th Anniversary Issue in 1939 (Scott #856). First day covers of this stamp are of interest to Canal Zone collectors because the stamp had its first day on a U.S. Navy ship in Canal Zone waters. The large number of special cachets issued challenge the cover collector.

There are only two stamps issued by foreign postal services honoring the Panama Canal. They have both been mentioned previously (CZP 38:7 and 40:23) but not illustrated in these columns. The easiest to acquire is a 60 francs New Caledonia air post, Scott #C100, issued March 24, 1973 to commemorate the 50th anniversary of the steamship connection between Marseilles and Noumea via the Panama Canal. It shows the steamship *El Kantara* in transit through the Canal. The stamp has a beautiful large format engraved in three colors (Fig. 1).

M. Bernard Gauharou, Philatelic Manager of the Office des Postes et Telecommunications of Nouvelle Caledonie, has provided us some background on *El Kantara*.

The vessel, a combination 7313 ton passenger/freighter was built in France and launched at La Ciotat in 1904. It was acquired by the Cie. des Messageries Maritimes line in 1920. Initially, it was put on the run from Marseilles to New Caledonia via Port Said, Aden, Colombo, Fremantle, Adelaide, Melbourne, Sydney, and Brisbane. This route, known as the Brisbane Line, operated from 1923 to 1935 (Fig. 2).

But in 1923 a new line was established via Panama: this was designated the Postal Line (Ligne Postale), with *El Kantara* inaugurating it. She sailed from Marseilles July 17, 1923 and after transiting the Panama Canal her run to New Caledonia took in the Marquesas Islands, Tahiti, and the New Hebrides. She arrived in Noumea August 15. It was on this trip that the photograph which was the basis for the stamp design was taken. The life span of this line was from 1923 to 1940, and again from 1946 to 1971 (interrupted by the war years).

Although this line was styled "La Ligne Postale", it was a misnomer as neither the *El Kantara* nor any of her sister ships



Fig. 1. New Caledonia, Scott #C100.

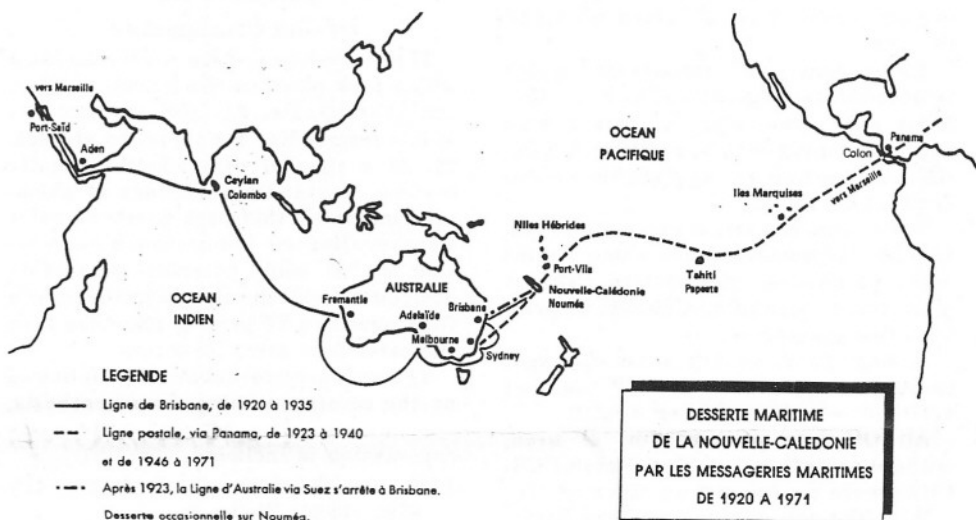


Fig. 2. New Caledonia sea routes.

on this run ever operated a postal service aboard in the true sense of the meaning. However, a ship's marking (Fig. 3) was applied to the mail she carried.

Other ships connecting New Caledonia with Marseilles via the Panama Canal were *Antinous*, *Andromede* (1923), *Louqsor* (1924), *Ville de Verdun* (1927), *Ville de Strasbourg* (1930), *Astrolabe*, *Recherche*, *Esperance* (1931), *Ville d'Amiens* (1933), *Cephee* (1934), *Commissaire Ramel*, *Eridan* (1935), *Sagittaire* (1939) (Figs. 4 and 5).

PAQUEBOT
EL-KANTARA

Fig. 3. Ship's marking, SS *El Kantara*.



Fig. 4. Ship's marking, SS *Com. Ramel*.



Fig. 5. Ship's marking, SS *Sagittaire*.

Scott 1996 Specialized Catalogue

by Jim Crumpacker

The focus of previous reviews of the annual *Scott Specialized Catalogue of United States Stamps*, analyzed for the Canal Zone section, has naturally tended toward changes caused by normal market action. Not so this year, when Scott's made the switch from a F-VF pricing standard to a VF pricing standard, the result was the greatest change (in dollar terms) in Scott's catalogue history and this commentary of unusual length.

The price of every integer of Scott Nos. 1 through 47 went up. The 1995 dollar total for these numbers, mint with OG was \$7122. In 1996 the total is \$8628 so the average increase came to 21.1%. All these numbers, used, also showed an increase except for Scott 3 and 27 which remained the same.

The percentage of increase for regular issues moderated greatly after Scott 104. Many later issue price decreases were noted beginning with 139 (40¢ to 30¢ OG NH), and the underlying plate blocks also declined in value.

Early Airs showed modest increases, but C6-C14 remained the same for all varieties whether mint or used, FDC, or plate block. Airs after C20 fell in price with few exceptions.

Among Dues, J1-J12 were up; most thereafter were flat. No "J" number declined, whether mint or used.

All Officials gained, mint or used, without exception, but Air Officials CO8-CO12 were unchanged on cover or off.

With the sole exclusion of the Registration envelopes UF1 and UF1a (up 6% on average) there were no price changes in postal stationery, mint or used.

Proofs were unchanged although a few prices were added for various newly discovered issues.

Some anomalies were noted. 67, an issue notorious for poor centering, remained unchanged at \$500 OG/\$200 used. The 97-99 set, very difficult to find OG, VF, went up only from \$60.50 to \$65.50, while 103, an issue plentiful with balanced if narrow margins, bounced from \$20 to \$30 for a 50% increase.

Very few revisions were made to "on cover" prices; this aspect of the catalogue needs a serious update.

The table below compares some of the major changes from the 1995 to 1996 catalogue pricing structure.

Scott No.	1995 F-VF	1996 VF
1	\$450	\$550
1, str 3/cover	1000	1500
2	200	240
7, on cover	150	unpriced
15	2400	3000
24c	400	500
31c	550	750
32c	800	1000

Scott No.	1995 F-VF	1996 VF
38c	900	1150
40a, used	7000	8000
47	2400	3000
56g	700	850
61f	1750	2100
64	50	45
76a	3000	3750
135, Pl #6	275	350
146	2.50	1.75
164a, tagged	unlisted	3.50
C2	95	100
C20, Pl #6	425	525
C25a	900	1000
J3	750	900
127P Lg. Die	unlisted	1150

Auctions

by Jim Crumpacker

This narrative and list covers auctions which took place in the fourth quarter, Oct. 1 through Dec. 31, 1995, plus a couple of lots from a Harmer's auction of Sept. 28. At a time of year which normally evinces outstanding offerings of philatelic material, this past quarter's sales were very limited. The reasonable conclusion is that many potential consignors decided to await the change by the Scott's Catalogue to a VF pricing structure with the attendant price increases.

The selling price is shown first followed by the catalogue value, in parenthesis, from the 1996 Scott's Specialized; any commission is included.

- 1, sl. dist. OG, H, barely F margin copy \$297 (\$550) Weiss
- 3, Bl. of 9, traces of dry OG, H, some stains mostly on rev., three copies faulty, o/w F \$1438 (\$3875) Harmer
- 3a, CANAL ZONE inverted, used bl. of 8 (rejoined), VG-F, \$2875 (\$5000) Harmer's
- 6, OG (pn), NH, VF+ \$105 (\$110) Cee-Jay
- 13a, b, CANAL and ZONE antique, TG, HR as reinf., Fin bl. of 9 with 7 normals \$127 (\$560) Kelleher
- 14, pair (one torn) on F-VF cover 1/15/06 Ancon Sta. A to Germany \$209 (\$165) Kelleher
- 15, bl. of 4, TG, H, VG-F \$3520 (\$12500) Kelleher
- 20, margin bl. of 4, one stamp with L antique in CANAL, OG, NH, F \$110 (\$190) Weiss
- 33a, double overprint, OG, H, F \$209 (\$375) Weiss
- 33a, double overprint, OG, NH, VF+ corner margin copy, \$506 (\$375) Paradise Valley
- 46, OG, NH, F 1st. pr. \$115 (\$180) Ivy & Mader

- 46a, overprint reading down, TG, NH, F \$165 (\$375) Weiss
- 47, unused, no gum, F+ \$1045 (\$3000) Cee-Jay
- 66, OG, HR, F \$75 (\$150) Philstamps
- 67, used, F \$138 (\$200) Philstamps
- 73a, booklet pane of 6, OG, NH, F-VF \$105 (\$200) Cee-Jay
- 93, Pl. bl. of 6, #14436-T, OG, NH, F \$220 (\$250) Cee-Jay
- 95, OG, H, VF \$66 (\$125) Bel-Aire
- 146, margin copy mostly imperf. on the margin, caused by paper fold, OG, H, VF \$127 (\$ n/a) Paradise Valley
- C25a, horiz. pair imperf. vert., OG (gum cr. as often), NH, F \$550 (\$1000) Weiss
- J2, TG, H, VF \$116 (\$250) Bel-Aire
- J14, OG, H, VF \$207 (\$250) Ivy & Mader
- J20, OG, H, VF \$94 (\$150) Bel-Aire
- O8, CTO, no gum, F \$207 (\$675) Ivy & Mader

— via Cali, Colombia, U.S. Postal Agency, Lot of 12 Reg. covers from S. America, \$489 (\$ n/a) Alevizos

The addresses of the mentioned auction houses are shown below. Please reference CZP when requesting catalogues.

George Alevizos
2800 28th St., Suite 323
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2575 N. Fairview Ave., Suite 200
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Cee-Jay Stamp Auctions, Inc.
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Waldorf, MD 20604

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3 East 28th St., 7th Floor
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Ivy & Mader Auction Galleries
32 East 57th St., 11th Floor
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Daniel F. Kelleher Co., Inc.
24 Farnsworth St., Suite 605
Boston, MA 02210

Paradise Valley Stamp Co., Inc.
P.O. Box 8948
Scottsdale, AZ 85252-8948

Philstamps
505 N. Arrowhead Ave., Suite 507
San Bernardino, CA 92401

Weiss Philatelics
P.O. Box 5358
Bethlehem, PA 18015

Stevens Honored

by Myrna A. Iglesias

[Editor's Note: An article from *The Panama Canal Spillway*, August 11, 1995: "University honors former Canal chief engineer Stevens." is reprinted, following. Inquiry to Tom Donaghue at the University of Maine at Farmington produced the photo (Fig. 1), shown and text of the plaque. A paragraph from the plaque on Stevens' last major project has been added to Iglesias' article.]

"Work and study is the secret of 90 percent of all achievement.' That's the answer John F. Stevens, former Panama Canal chief engineer and one of the greatest railroad engineers of all time, gave when asked to what he attributed his achievements.

"Stevens came to the Canal after laying track in Texas, New Mexico and Arizona and surveying routes in Montana, Idaho and Wyoming. After leaving the Isthmus, he became president of one of the largest companies in the United States; served five years in Russia, Japan and Manchuria as head of the American Railway Commission; and, in 1927, was elected president of the American Society of Civil Engineers. His career spanned more than 58 years.

"Born on April 25, 1853 in West Gardiner, Maine, Stevens graduated in 1872 from Farmington State Normal School, which later became the University of Maine at Farmington. Having acquired some surveying experience in Maine, he went west in 1873 for more practical experience. A man of commanding presence and considerable physical courage, he was a pioneering engineer who left the comforts of the office to meet the challenges head-on.

"Stevens contributed to the opening of the North American West for development, discovering Montana's Marias Pass in 1889 and providing Great Northern with the lowest grade for any railroad crossing the Rocky Mountains. To commemorate this feat, the company erected a statue of him at the Continental Divide site.

"One of the Canal's most venerated construction-day personalities, Stevens was appointed as chief engineer in mid-1905 by U.S. Secretary of War William Howard Taft. Among his main achievements in this capacity were improving living conditions for workers, providing full support for sanitation forces, designing and building a modern railroad system to move the mountains of dirt and rock from the excavation sites, convincing the U.S. Congress and President Theodore Roosevelt that only a lock canal could be successfully built and putting construction plans into full swing. Although he resigned suddenly while Canal construction was still under way, Stevens is credited with laying the organizational foundation upon which others completed the task. In

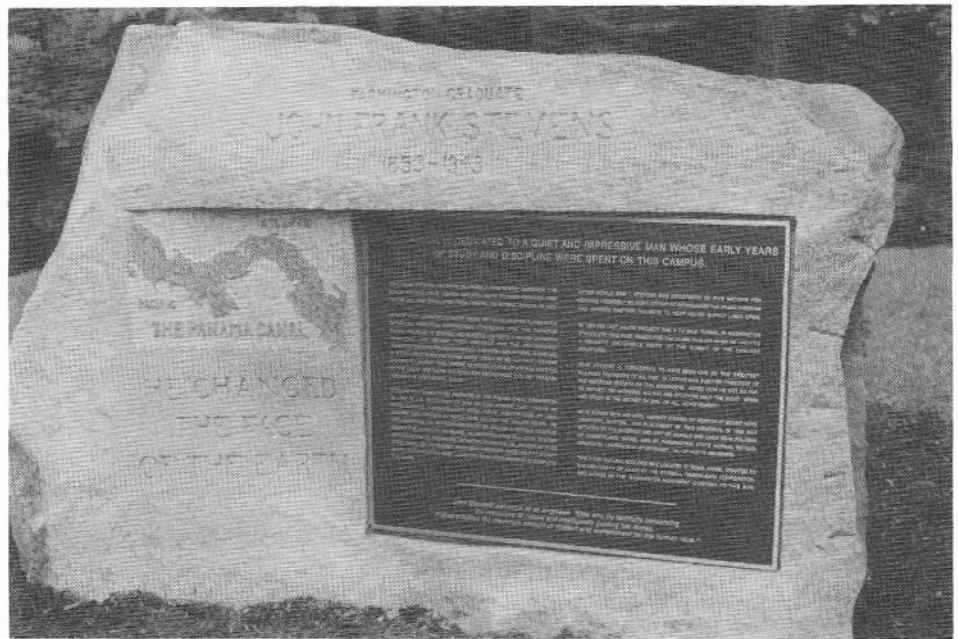


Fig. 1. Stevens' Monument, University of Maine at Farmington.

recognition of his momentous contribution, Stevens Circle was dedicated to his memory in 1962 and rededicated on June 2, 1993, the 50th anniversary of his death.

"This year, his alma mater also paid him tribute, with the June 3 unveiling of a seven-ton stone memorial at the University of Maine at Farmington.

"A university press release reported that the placement of the memorial was initiated by the interest and generous gift of Donald and Linda Bean Folkers of Cumberland, Maine, and by Lawrence M. Sturtevant of North Belgrade, Maine, a graduate of Farmington State Normal School's class of 1940. The monument had been located at Rome, Maine, and was reportedly donated to the university by Stowell Timberlands Inc., a family business in Dixfield, Maine. It was moved to the campus by the Washington Monument Company of West Washington, Maine.

"After leaving Panama, Stevens remained professionally active, spending many years in active railroad administration, six years as a consulting engineer and two as president of Hill Lines subsidiaries in the Pacific Northwest. He was appointed to head the American Railway Commission in 1917, resulting in his being in Russia during the Bolshevik Revolution.

"Together with other American engineers, he helped maintain Trans-Siberian Railroad operations during World War I. When the war was over, Stevens was decorated by five nations for heading U.S. President Woodrow Wilson's effort to reorganize the Trans-Siberian and Chinese Eastern Railways to keep allied supply lines open."

"[In 1928 his last major project was a 7.5 mile tunnel in Washington State's Stevens Pass, named for him years earlier when he created a dramatic switchback

route at the summit of the Cascade Mountains"] Plaque.

"Stevens maintained an active interest in all of his work and returned to Panama a number of times to see the Panama Canal in operation.

"He died in 1943, in Southern Pines, N.C., at age 90 and is buried with his wife, Harriet O'Brien, at Mount Hope Cemetery in Boston."



Fig. 2. CZ 5¢ definitive, J.F. Stevens.

Stevens is honored philatelically by the 5¢ definitive first issued in 1946, Scott #139a. (Fig. 2). This is the only Canal Zone stamp designs to have been issued in five collectible varieties. The others are a dry printing #139 (date unknown), a coil #155 (February 10, 1962), and rotary press #164 (1977), untagged and tagged.

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